

SHARK BITES



**Sutherland
Automotive**

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Contact information for club Leadership can be found on our **Club Website**: www.sharktoothsportscarclub.com
Webmaster: **Jen Maher**, *Maverick MKG*

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Newsletter Editor: **Steve Bieglecki**

"Shark Bites" is the quarterly newsletter of the Shark Tooth Sports Car Club. Articles to be considered for publication are due two weeks before the end of the quarter.

INTRODUCTION

I hope everyone enjoyed their summer, no matter where you spent it. It was certainly hot and humid here in southwest Florida. Despite our seasonal members being out of town, the club has been pretty busy doing fun things, the biggest of which was our trip to Prague in the Czech Republic for three (3) days, followed by a weeklong cruise on the Danube River with stops in Germany, Austria and ending up in Budapest, Hungary – more about this trip later in the newsletter.

I want to take this time to talk about the future of our club. We currently have twenty-five memberships or fifty members. Some might say we are a perfect size, whereas some might say that based on active memberships, we can and should grow our membership. What I can say is that when we were forming the club, by design, we sought to be a small and intimate club, where we convert memberships to friendships and make everyone feel a part of their club. I think to date we have been able to achieve that goal. However, the reality of anything we have ever been a part of is that people come and go. That is true with our club as well. We have had a few members leave the club over the past couple of years and fortunately they left for personal reasons, having nothing to do with the club. We have been fortunate that we have picked up a few new members - we need to always be open to adding new members.

We recently discussed moving the membership total to 30 or 60 memberships. However, it seems that anyone who had close friends with a sports car and who we thought would fit well within our club, is either in the club or have been asked. So how do we continue to bring new members into our club. Well, I am sure being car people, we stop from time to time and talk to someone about their car. How about we interject what a great club we have for car people that like to socialize. Invite them to a club meeting. Club cards are available for all that contain our website address. Give them a card or drop a card on their front seat with an invite. Guests are always welcome. Afterall, we were all first timers at some point.

Ken Maher



PRESIDENT'S MESSAGE



I was stopped by a passenger on our recent Danube River cruise who saw me wearing our club shirt coming back from a club photo. He asked me to describe our club. I started out by telling him that we are a sports car club based in Venice, Florida. He asked what defines a sports car and I cited our definition that it is a high-performance car with two doors and with handling at its core. He asked if it had to be a hard top and I said no. He asked about the cars in the club, and I went through and provided a summary of makes and models. I could tell he was surprised to see the diversity of cars we have and mentioned that he saw that as being unique as he was certainly aware of Corvette Clubs, or Porsche Clubs or Ferrari clubs, etc. He found the fact that we were not a single model or manufacturer restricted club to be different.

He then asked me how a car club in Florida found themselves on a boat in Austria. I explained that we have a variety of activities that we take advantage of aside from monthly meetings, monthly dinners, monthly events and even car auctions in which we serve as drivers.

He inquired about how or if we support our community and I discussed how we created a Benevolent Committee and how we fund an annual scholarship and make donations monthly to organizations that serve others in the community in which we live.

At this point I had several people involved in the conversation. They started asking about size and I said our goal is to be a small club where we strive to make everyone welcome. They started taking about their experience in clubs and cliques. I mentioned how we operate our monthly dinners to make everyone a part of a single clique.

At the end of the conversation, they all said that the Shark Tooth Sports Car Club is a club that they would like to be a part of.

I walked away thinking we really do have a unique club with guiding principles that promote good will, friendship, and good times among its members.

How lucky we are to be a part of such a nice group of people!

YOLO
(You Only Live Once)

Ken Maher

VICE PRESIDENT'S MESSAGE

Car Culture

Humans are by nature a competitive lot. When there were two humans capable of running, there was very likely a foot race. When there were two horsemen near each other, there was undoubtedly a horse race. Two bicyclists probably resulted in the same test of speed. As cars arrived, the first two cars certainly, at some point, tested each other.

But racing isn't the only type of competition. Also popular is just plain old Showing Off! This has led to what we could call the "Car Culture".

Car Culture is very strong in the USA. It started at the very beginning of the Automobile Era at the turn of the 20th century. It grew constantly and really began to explode when the American Soldiers returned from WW II. All of a sudden, resources were available, cars were being built again, fuel was available and people were increasingly mobile. Car Culture has lived on and prospered through the years. In America, racing is huge. But there is an enormous Car Culture in Car Shows, Car Clubs, Cruise-ins, Cruising, Road Tripping, Hot Rodding, Restoration, Collections etc, etc, etc.

Car Culture is always evolving. In America, the younger generation has a different view of Car Culture: Asian, Electric and Tuner cars. But, it is still a Car Culture.

Some of us recently returned from a (fabulous) trip to Europe. We visited 5 or 6 Countries and multiple towns & cities in each. As we traveled through these cities, one thing struck me - In the places that we visited, there was not any noticeable evidence of a Car Culture. In fact, even enclosed garages are fairly rare. Parking is always very cramped. You must learn to embrace door dings. Bumpers are tools, not protection.

Apart from a very small number, cars don't seem to have any value beyond being transportation. While I did see a few notable BMWs and Mercedes, we were in Germany after all, there were very few what we would call "nice" cars. In the week and a half we were there, I saw one C6 Corvette, one C7 Corvette and one 10 or 15 yr old Ferrari. None of which were "nice". I rarely saw any customization and most cars were in need of a wash, some badly in need of. Again, they were tools not toys. Small SUVs are very popular, emphasis on Utility.

The cars I saw were mostly Skoda (Czech), Peugeot (French), Citroen (French) Dacia (Romanian), Ford (lots of Ford plants in Europe), Audi, VW, BMW, Mercedes and the expected Toyota & Nissans. Strangely, there were very very few Hondas as Honda mostly pulled out of the European Market about 10 years ago.

Most of the cars I saw were small. Roads in Europe are mostly small and narrow, many of them cobblestone. They do have great highways or Autobahns as they are called in Germany (with no speed limits). This small car size is understandable. Along with the narrow roads, gas is around \$8 per gallon. Fuel efficiency is obviously a factor. Public transportation is much more prevalent than in the USA. All of the cities have excellent Bus, Trolley and Underground (Subway) systems. Contrary to the cars we saw, the buses that were provided for us were awesome!

So, it appeared to me that Europe would generally not be a great place to be a "Car Person". While I would love to (in the summertime) take my car and test some of those German Autobahns, I wouldn't relish the idea of returning to a city or town and finding a parking spot!



Dave Love

What Do You Know? (About The Cars in Our Club)

What Do You Know? (About The Cars In Our Club)

Each issue, we'll focus on a car, chosen at random, that has a representative in our club. It won't be your specific car, but rather a generic description of the Year, Make and Model.

This month's spotlight - 2020 Jaguar F Type

Jaguar. Regardless of where you are in the world, if you say Jaguar Automobile, everyone will pay attention. Jaguar has long been associated with automotive design, style & performance. To this day, many automotive enthusiasts consider the Jaguar E Type to be the most beautiful car ever designed.

So, what about Jaguar? Here is the "shortened" version. In 1922 a company was formed that made sidecars for motorcycles. It was called the Swallow Sidecar Company. Eventually, the company began making entire cars in association with Standard Motor Co. Many of the models built were branded as "Jaguar". In 1945, post WW II, the company name was changed from SS Cars to Jaguar.

In 1966, Jaguar merged with British Motor Co. and the name was changed to British Motor Holding (BMH). In

1968, BMH merged with Leyland Motor Corp. and became British Leyland. The Jaguar brand was spun off from British Leyland and was acquired by Ford in 1990. Ford also later acquired Land Rover. In 2008, Ford sold both Jaguar & Land Rover to TATA Motors. TATA, in turn, created Jaguar Land Rover as a single design, manufacture, sales company and brand owner for both labels.

Today, Jaguar is the Luxury Division of Jaguar Land Rover. It is based in Whitley Coventry, England, with various facilities throughout Europe.

The Jaguar F Type was introduced in 2012 at the Paris Motor Show after a sneak preview at the Goodwood Festival of Speed. The F Type is considered to be the spiritual successor of the 2 seat Jaguar E Type.

In 2020, there were 5 versions of the F Type; P300, P340, P380 R Dynamic, R and R SVR. Primarily the difference is in the engines, from a Turbocharged 4 cylinder through a Supercharged V6 to a Fire Breathing V8. Horsepower ranges from 296 to 575 depending on the model. Weight varies from 3360 to 3847 lbs. Acceleration 0 to 60 is 6 seconds to 3.6 seconds, again depending on engine. Top speed of the R SVR is very near 200 mph.

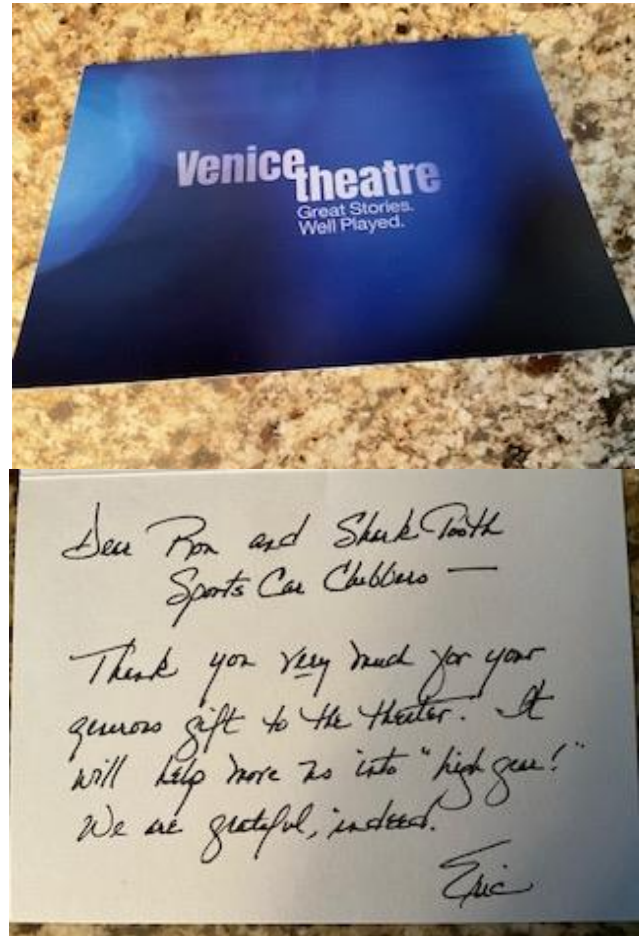
The F Type in 2020 was available as a coupe or convertible, both Rear Wheel Drive. The larger engines had All Wheel Drive available. The only transmission option is an 8 speed automatic. In any option, the F Type is known for its "wicked exhaust note". The ride is described as firm but comfortable and it does very well on the track. As with other 2 seat convertibles, pack lightly as trunk space is at a premium. There were lots of electronic features available, some standard, some optional - emergency braking and forward collision warning, lane departure warning and lane keeping assist, blind spot monitoring, rear cross traffic warning and self parking assist.

In 2020, there were a total of 13,998 F Types produced; 1996 4 cyl, 8978 V6 and 3024 V8. There were 42 (yes, 42) colors available, from White to Black with reds, blues, silvers, grays and orange filling in the middle.

So, the Jaguar F Type certainly seems to be a very capable and deserving successor to the beloved E Type. Sadly, the 2024 model will be the final year for the F type. Jaguar has announced that starting in 2025, Jaguar will be an all electric vehicle company. It will be interesting to see the direction that Jaguar will take.

By: Dave Love

A Thank You Note from *The Venice Theater* for our Contribution from the Club's Benevolent Fund



"Okay. Now, try to parallel park while talking on your cell phone and changing songs

CAR SHOWS

STSCC Area Car Show Schedule 3Q'23

The following listing is accurate as of the date of this publication. Check the club's Monthly Meeting Minutes under "Club Admin" on our [website](#) for updated listings of STSCC suggested area car show events.

ONGOING EVENTS

- Cruisin' on Dearborn 1st Saturday Each Month. Dearborn St in Englewood. 2-8pm
- Northport Cars & Coffee @ Cocoplum Village \$10 Donation. 1st Sunday Each Month 8-10am
- UTC Mall Cars & Coffee @ Ford Garage. \$10 Donation. 2nd Saturday Each Month. 8-10am
- Stingray's Bar & Grill Cars & Coffee 3rd Saturday Each Month. 8-Noon
- Lynche's Pub St Armands. Cars & Coffee. 3rd Saturday Each Month 8-10am
- AACA Cars & Coffee @ Ideal Classic Cars 4th Saturday Each Month 9-1pm

LANCE'S AREA CAR SHOWS

- Every 1st Saturday Hooters, Sarasota - US41 @ Clark Rd 5pm-8pm
- Every 2nd Saturday Ideal Classic Cars, Venice. 9am-1pm

UPCOMING CAR SHOWS SW FLORIDA

- 10/21/23 10am-2pm AMERICAN & EUROPEAN LEGENDS, A VINTAGE & MODERN CAR SHOW
- Presented by Fiat Club, South Florida Chapter
- Iron City Rods & Customs. 23180 Harbor (or Harper) Ave Punta Gorda. \$5 at the gate.
- 10/28/23. 9am-4pm BELL TOWER CORVETTE & OPEN CAR & TRUCK SHOW
- Presented by Corvettes on the Gulf & Bell Tower Shops
- 13499 US HWY 41. Ft Myers, FL. Just off US 41 & Daniels Rd
- \$25 pre-reg. \$30 day of Show. Check in between 9am & Noon.

01/14/24. (Register by 9/30/23) CARS & ART CONCOURS DE CARACTÈRE

Invitational International Classic, Exotic & Sports Car Show Presented by Porsche, Ft Myers Peace River Botanical & Sculpture Gardens. 8527 Riverside Dr, Punta Gorda

12/1/23 Registration opens for VFC Annual Vette Together. Centennial Park 3/17/24

Dave Love

SOCIAL EVENTS

Hello Sharks,

One thing you can say for sure about the Sharks – We sure know how to have fun! We've had so many great events and outings in the past few months. Here's the **IMPORTANT** thing. It's Sharktooth members that make our events and dinners possible. In late September we will be setting up our social schedule for the first 6 months of 2024. Remember that it is each member's responsibility to host a dinner and an event in a round robin fashion. Basically, we just go down the member list and match members with months and events/dinners. By setting up the schedule well in advance we hope to ensure that you don't have conflicts as well as to give ourselves time to shuffle things if you do have a conflict. If you prefer a specific month or dinner/event please let me know. We will be sending out the schedule in early October so watch for it!

Here's a look at what we have coming up in the next three months.

2023

Monthly Dinners – date predetermined – Third Monday of each month

Lytle	October 16	Dockside Waterfront Grill
D'Angelo	November 20	TBD
Maher	December 6	Yacht Club Christmas dinner/event

To review, monthly dinners are held on the third Monday of each month. The host chooses location for the dinner and provides the details for publication via email to the social events coordinator. The information needed includes the host names, event location including full address, date of event, event start time, price, and details such as caravanning if applicable, dress code etc. As the hosts, you will receive all replies, maintain the attendees list, and prepare table numbers for the attendees to pick from for seating assignments. For example, if you have two couples to a table, you will have two number 1s and so on.

Monthly Outings – host to select date and venue

Papson	October 17	Military History Museum, Punta Gorda
Cashman	November TBD	Edison & Ford Museum, Ft. Myers
Maher	December 6	Yacht Club Christmas dinner/event

As the hosts of the monthly outing, the venue is your choice, as is the date. Keep in mind that the dinner that month will be held on the third Monday and the membership meeting will be held on the second Wednesday. As with the dinners, you will send the event

information via email to the social director for distribution.

Submitting your event form

The Social Chair will send you (via email) the form for submitting your dinner/event information prior to your dinner/event . Simply fill in the requested information as laid out, save it on your computer/device and email it to the Social Events Coordinator for distribution.

All dinners and events will be listed on the club calendar located on the website. Everyone has busy schedules, so we ask that you have your event details and dinner locations in place **three months in advance**. This will give everyone an opportunity to reserve the date on their personal calendars.

Thanks to all who have hosted dinners and events in 2023. We look forward to another great year of dining and fun.

If you have any questions, please do not hesitate to contact me. I look forward to working with all of you.

Janice Love
Social Events Coordinator
janicesharktooth@gmail.com
505-259-9324

Smile, you may be on candid camera! As the host of an event or dinner, we ask that you take photos and write a short note about your dinner/event for posting in the newsletter and on the website. Please send them to Steve Bieglecki (sbieglecki@gmail.com) and Jen Maher (jen@maverickmkg.com) Thank you.



Janice Love

Social Events Coordinator
JaniceSharkTooth@gmail.com
505-259-9324



"Honestly, boss, I'm at home in bed sick. That noise? Um, I'm watching a show about Porsches."

St, Petersburg Pier Cruise

7/12

On July 2, Sharks drove their sports cars to the St. Pete Pier. Lunch at Doc Ford's Rum Bar and Grille was followed by a stroll down the pier to enjoy the beautiful sights of Tampa Bay.



Reporter: Janice Love

Sharks on the Danube

8/15

Well, I think I can say that our Danube River Club cruise was a success with good times being had by all. We had five (5) couples (i.e., Ken & Kathy Maher, Dave & Janice Love, Tom Lupica & Carol Parkinson, Rich Gruenberg & Judy Umbreit, and Gary Westfall & Margaret Barcelo) start out in Prague, Czech Republic).



After three days (8/3-8/6) we were then transported via motor coach to Regensburg, Germany and met up with Phil & Denise Mannino for an excursion on the Danube via a Viking long boat, with stops in Passau, Germany, Salzburg and Vienna, Austria, before ending our cruise in Budapest, Hungary (8/6-8/13).

There were plenty of land excursions to take advantage of, good sights, sounds, good food, plenty of beer and wine and more than anything else, good times. Everyone who went will no doubt have a different takeaway.

Unfortunately, several got sick during the last days and tested positive for Covid upon our return home. I just hope we can all look back and say what a wonderful time we had and what good memories we can all share. To be continued? Yep – we have already sent out invites to participate in the 2024 cruise – Paris to the Swiss Alps, with an optional two-day pre-excursion to Brussels.

Reporter: Ken Maher

Sharks Do Donato's

8/21



See the video [here](#)



Reporter: Steve Iannone

Beach, Sunset & Sharks Doesn't get much better!

A number of Sharks came out for a pop-up event on Wednesday, September 6 when we got together at Service Beach in Venice for a hoagie, an adult beverage and to watch the sunset. Just one of 365 opportunities when you live where we have an Endless Summer.



Reporter: Ken Maher

QUARTERMASTER'S CORNER

Prices for official club shirts (\$61) and embroidered items (#6. per logo) remain the same. If you need to order anything you can contact me at margaretbarcelo@msn.com.

Look forward to working with you.



Margret Barcelo

CELEBRATIONS

Happy Birthday



- October
 - 1 Renate D'Angelo
 - 3 Tom Rossi
 - 5 Tom Moore
 - 17 Rod Pennington
 - 19 Darlene Bieglecki
 - 26 David Lytle
- November
 - 25 Margaret Barcelo
 - 27 Janice Love
- December
 - 6 Rich Gruenberg
 - 19 Cristina Papson
 - 28 Kathy M

Happy Anniversary



- October
 - 5 Mendes
- November
 - 17 Love

MEMBERSHIP

Sharks we have recently developed a Welcome Handbook leaflet. I had passed out some at the last meeting. If you did not get one please pick one up at the next meeting. It was designed to be a quick reference guide to our club. Information on requirements, guidelines, contacts, and sponsor information. It is beneficial to new members, but also a place to quickly get that information for seasoned members as well. It is also posted on our website. We have also designed a Recruitment Flyer to inform potential members of our club, what we are about and where to get more information. At the end of our meeting I will have plenty of these, along with business cards. Please feel free to take a few on your way out.

Thank You,

We currently have 25 memberships.



<u>VEHICLES</u>		<u>COLORS</u>	
Alfa Romeo	1	Red	8
Aston Martin	1	White	6
Audi	1	Blue	6
BMW	6	Silver/Gray	4
Chevrolet	9	Black	1
Ferrari	1	Beige	1
Ford	1	Green	1
Jaguar	2		
Mercedes	2		
Nissan	1		
Porsche	1		



Bill Mendes

ARTICLES of INTEREST

GOOD GRIEF! THE LIMITED-RUN ALFA ROMEO 33 STRADALE IS UTTERLY GORGEOUS

Only 33 will be made, and you can choose a 620bhp V6 or 750bhp+ tri-motor EV... if you have €1.7 million (plus tax)

By: Jason Barlow, Top Gear



You've got to love Alfa Romeo, right? It's just one of the immutable automotive laws. There are too many great cars to list here, up to and including the current [Giulia Quadrifoglio](#). Yet sales splutter and Alfa's grand ambitions are perpetually thwarted. This is a love that's constantly being tested.

Now meet the new 33 Stradale, a mid-engined, 620bhp 'fuoriserie' (limited edition) super sports car whose debt to its Sixties forebear is so strong they haven't even bothered to change the name. With a heritage as potent as this, why not just lean into it?

"The new 33 Stradale has been designed to enhance our identity, elevate our aspirations, and embody our DNA and values," says Alfa Romeo CEO Jean-Philippe Imparato. "It is the brand's first custom-built car since 1969, and I promise it will not be our last. It brings Alfa Romeo back into the 'Supercar Club', of which we were one of the founding members. We wanted to create something that lived up to our past, to serve the brand and to make the Alfisti fandom proud."

Let's park Alfa's long-held desire to be Italy's BMW and take this thing at face value, shall we? It's directly and unashamedly inspired by 1967's near-unicorn, the 33 Stradale, designed by the maestro Franco Scaglione, and nothing less than one of the best-looking cars ever.

The original was created to spearhead Alfa's return to front-line racing and was the first in a series of unassailably cool competition machines (see the Tipo 33 bloodline). This all happened under the leadership of the great Carlo Chiti, reporting to Alfa Romeo CEO, the engineer and polymath Giuseppe Eugenio Luraghi. These are two of the greatest characters in automotive history.

The new car, somewhat intriguingly, can be had with either a 3.0-litre, twin-turbo V6 making 620bhp or as a BEV that will most likely run three electric motors for more than 750bhp (Alfa is keeping its powder dry on the exact details for now.) It uses a carbon fibre monocoque with aluminium front and rear subframes. And it will be manufactured in a limited run of just 33 cars by celebrated Milanese carrozzeria, Touring Superleggera for maximum personalisation. There's no word yet on the ICE/BEV split, though we reckon almost all buyers will go for the former; perhaps only a single tri-motor version will be built...

Either way, that's almost twice as many units as the original – only 18 were made – a handful of which were used to underpin some of Italy's coolest concept cars (1968's Alfa Romeo Carabo and '69's Iguana, to name two).

The new 33 Stradale signals some important evolutionary steps for the company. It's the creation of Bottega, a kind of skunkworks that Alfa Romeo says was inspired by Renaissance workshops and Sixties coachbuilders. A bespoke department, in other words, based in a special room in the Alfa Romeo museum in Arese. Potential customers were invited to a secret preview in Monza during [last year's Italian GP](#), where plump wallets were no doubt swiftly prised open (all 33 cars have been snapped up). But as well as being a high-end brand-building exercise, this is also a manifesto for Alfa's future visual direction under the auspices of

Head of Design, Alejandro Mesonero-Romanos.

"The 33 Stradale project has come about as a result of the passion and dedication of a small team of designers and engineers at the Alfa Romeo Centro Stile," he asserts. "The design is inspired by Franco Scaglione's masterpiece of 1967, with a bold look to the lines of future Alfa Romeo models. [It is] a true manifesto of essential beauty."

Channelling the spirit of a car as beloved as the original 33 Stradale is not a quest for the faint-hearted: look at the way Marcello Gandini [publicly and petulantly dissed](#) 2022's limited run [Lamborghini Countach LPI 800-4](#). Would we prefer an all-new Alfa Romeo supercar to posit an all-new design language? Perhaps. But you can't deny that Centro Stile and the Bottega guys have done a straight-up job here. The front end sees an

integrated nose and wing volume the Italians call a *cofango*, pleasingly short and almost stubby on the new car, while a strong V-shaped section adds tension to the softer elements. The Alfa *scudetto* – shield – is present and correct, but it's rendered here in carbon fibre and can be ordered in classic form or in a 3D iteration. LEDs add a new graphic to headlights whose shape is close to the original.

Other highlights include large top-hinged butterfly doors and wraparound glass; the roof is made of carbon fibre and aluminium. The side intakes are more pronounced than on the original and a little chaotic, but they have work to do feeding air to the intercoolers. Things get more interesting at the rear, where another V-section draws the eye to a point above the centre of a carbon fibre diffuser. More dramatic still are the rear lights whose cylindrical form cuts deep into the rear wing. Yes, it's almost religious in the way it keeps faith with the '67 car, but you'd need to be stony-hearted not to feel a little fizz here.

Technical information remains opaque, but safe to say that fiscal pragmatism means the new 33 Stradale is not wholly 'new'. That said, the Stellantis parts bin is pretty well-stocked these days. Alfa says the engine is an evolution of the Giulia QF's excellent 2.9-litre V6, hooked up to an enhanced eight-speed DCT gearbox. Top speed is a claimed 206mph, zero to 62mph taking less than three seconds.

The electric version is similarly rapid, with a range of around 280 miles. There's also an active rear axle. A 'Strada' mode is for less frenetic everyday driving, with a more compliant ride from the multi-link suspension and active dampers, and exhaust valve actuation only above 5,000rpm. 'Pista' mode tightens everything up in all the expected parameters, but also adds a 'FastStart' function via a Quadrifoglio button on the centre console. Braking is by Brembo, with carbon-ceramic discs. Alfa Romeo F1 driver Valtteri Bottas is part of the development team.

Inside, less is definitely more. Perhaps even definitively because the emphasis here is on tactility rather than technology. The wheel is a gorgeous three-spoke item utterly devoid of any buttons. The dashboard itself sweeps across the cabin with an intersection ahead of the passenger, while the air vents are hidden. There's a simple but clear '3D telescopic' instrument panel, and a small retractable multi-media screen. That plays second fiddle to the mechanical switches (they're anodised aluminium) on the centre console that govern the start procedure, drive mode and transmission. There's another panel on the roof, deepening the aviation aspiration. Those amazing doors and the amount of

glass used delivers a genuine cockpit feel. The rear window is made of polycarbonate.

Two different basic interior treatments are available. Tributo uses leather and aluminium with two-tone biscuit leather and slate, which is also used in the seats, dashboard, door panels and central tunnel. Alfa Corse is the more overtly sporting option, with a preponderance of carbon fibre and Alcantara. Colour options include Pastel Rosso Alfa, a royal blue, and a clearcoat Rosso called Villa d'Este. In addition, you can order the car in white and red, a nod to the Tipo 33 race livery. Owners can also play around with the carbon fibre elements, and the Alfa Romeo signature on the rear is available in black, gold, or silver. But if Alfa is true to its Bottega mission statement, anything is possible. The cost of all this? Somewhere in the region of €1.7 million. And that's before tax.

Yes, we remember the Noughties 8C Competizione. And yes, the 'new' 33 Stradale is another Alfa Romeo that looks back in order to go forwards. The future may not be what it once was, but when a car looks this good, are you bothered?



Supernova: The brief, bright life and death of the Harley V-4 Nova

By: Roland Brown, Hagerty Media

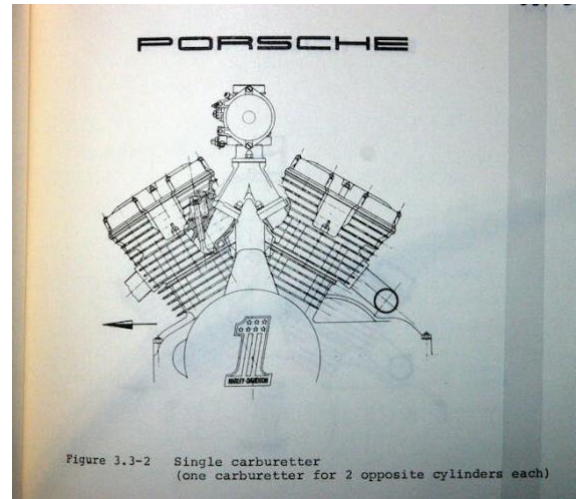


Harley-Davidson has been trying to broaden its appeal of late, with a new family of liquid-cooled V-twins including the Pan America adventure bike. Cynics will tell you that Harley should have revamped its range decades ago, rather than sticking to its traditional V-twins for so long. What's less well-known is that the firm did develop a promising V-4 way back in the early 1980s, only to scrap the project. The Nova was top-secret back then but was belatedly revealed more than 25 years later, when a prototype was displayed in [the factory's new museum](#) in Milwaukee, Wisconsin.

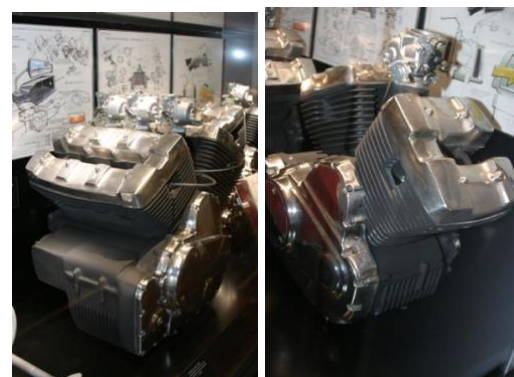


At first glance, the big, grey, half-faired Nova looked like just another member of [Harley's V-twin](#) touring family. But its engine, developed in conjunction with Porsche, was an 800-cc, liquid-cooled V-4 with twin overhead camshafts and cylinders spaced at 60 degrees rather than the familiar 45. In 1981, when the Nova was due to be launched, it would have predated Honda's successful VF and VFR

families of V-4s, and would have been as advanced as any bike on the market. In fact, Harley planned a six-strong family of Novas, ranging from 400-cc V-twin and 1000-cc V-4 to a 1500-cc V-6. All would have featured many shared parts under a modular format similar to the one that [Triumph](#) would adopt on its rebirth a decade later.



The Nova project was hatched in secret meetings that Harley's top management and engineers, led by vice president Jeffrey Bleustein, held in the late 1970s, to establish a plan for the following decade. They decided to invest in two directions: a family of bikes powered by an updated, air-cooled V-twin engine, eventually known as the Evolution; and an all-new, high-performance line with a more advanced, liquid-cooled powerplant—the Nova. "At the time, we thought [Harley needed a new range](#), to complement rather than to replace the V-twins," recalled Mike Hillman, the English-born engineer who was chosen to lead the Nova project. "Emissions and noise regulations were getting tighter and we weren't sure we could make the air-cooled engine meet them. The Japanese manufacturers were swamping the market with different products, and we wanted something to compete."



[Harley's](#) parent company AMF (American Machine and Foundry) was keen to support the ambitious project, but developing such an advanced, all-new engine alongside

the updated V-twin would have stretched R&D resources too thin. “We looked at quite a few suppliers and went to three in particular: AVL in Austria, Ricardo in England, and Porsche. We chose Porsche partly because they had experience of production as well as development,” Hillman said.

A 60-degree Vee angle was chosen, partly because Hillman, who before joining Harley had designed a Formula 1 race car for Brabham in the 1960s, wanted to use the powerplant as a stressed member of the chassis. A contra-rotating balancer shaft allowed the unit to be solidly mounted to the pressed-steel backbone frame.

The engine’s modular design retained a common stroke of 58 mm and used alternative bore sizes of 66 and 74mm to produce individual cylinder capacities of 200 or 250 cc. This gave V-twins of 400 and 500 cc; V-4s of 800 and 1000 cc; and V-6s of 1200 and 1500 cc.



Roland Brown



Roland Brown

“We started with the 800, which might not seem the most logical choice, but we wanted to get into the 750cc class,” said Hillman. The relatively short stroke allowed a redline at 9500 rpm. Carburetors were used initially, although fuel-injected engines were also planned.

Power output was about 100 hp per liter, which would have given the 800-cc Nova 80 hp – competitive with Honda’s first V-4, [the VF750S](#), which was launched in 1982 with a claimed 79 hp. Harley considered using shaft final drive, before opting for a toothed belt.

Following pressure from styling chief Willie G. Davidson, who wanted a clean look, there was no place in front of the V-4 unit for a conventional radiator. Instead the rad was placed almost horizontally under the seat. A fan drew cooling air through the radiator from the dummy tank, which was in fact a large airbox and was itself fed via two large scoops at its front. The fuel tank was also under the seat, straddling the radiator; its cap was in the tailpiece.



Roland Brown

All this resulted in bulbous side panels but a low center of gravity. Even so, the naked Nova had a fairly lean, sporty look, despite its raised bars and stepped seat. Suspension was by conventional telescopic forks and twin shocks.

Development through 1979 and 1980 went well, with Hillman leading a 15-strong team in Milwaukee, and 15 more engineers working at Porsche. More than a dozen prototypes were built, all with 800 cc capacity—some naked and others with bodywork.

Testing took place both in the States and in Germany. Harley had previously used public roads for reliability testing, but the need for secrecy led the company to set up a private facility in Talladega, Alabama.

The Nova was certainly promising, combining 120-mph performance with reasonably light weight and, according to Hillman, excellent handling. "It was very nice to ride because the frame was so stiff. The chassis drove fabulously and the brakes worked very well. I rode the bike but mostly it was the test riders' job. We had to keep the numbers down due to the project's secrecy. There was one exposé when someone took photos in Germany, which were published by *Motorrad* magazine. But not much information escaped."

The Nova project seemed to be moving steadily toward its projected launch date of mid-1981—initially in unfaired 800-cc form, to be followed soon after by the 1000-cc version. Touring, sport, and even super-sport V-4s were planned for future years, followed by the V-twin and V-6 models.